

REGIONAL COMPREHENSIVE PLAN Security and Emergency Preparedness Chapter

Performance Outcomes and Strategy – Initial Proposal September 2006

DESCRIPTION: The initial performance outcomes and strategy included in this proposal are being put forward for consideration by the RCP Task Force, and pending their consent, the Transportation and Communications Committee (TCC). Action by the TCC would direct staff to make technical refinements, and to seek input and participation from stakeholder and interested parties. At the conclusion of this public participation phase (approximately 6 months), staff will make a final proposal to the RCP Task Force, and subsequently, the TCC.

The Performance Outcomes will be the central feature of each RCP Chapter. They establish the goals for the plan, and define the region's values across the range of planning and resource categories covered by the plan. Because safety and security are often intertwined in preparation and response, the following definitions are used:

- **Safety** is defined as the protection of persons and property from unintentional damage or destruction caused by accidental or natural events.
- **Security** is defined as the protection of persons or property from intentional damage or destruction caused by vandalism, criminal activity or terrorist attacks.

The following are initial proposed outcomes for the Security and Emergency Preparedness Chapter:

1. **Outcome:** Reduction in transit related crime
Description: While transit itself is safe, crimes of opportunity can be more likely to occur in locations where easy escape or low detection of criminal activity are likely, such as transit stations and parking lots. The increased use of cameras, law-enforcement patrols and presence of uniformed transit employees, in a manner consistent with civil rights protections, can both reduce crime and increase the perception of safety and security at transit stations.
Initial Proposed Quantified Outcome: 25% reduction in reports of criminal activity at locations where increased surveillance takes place.
Data Considerations: Relies on Police, Sheriff and transit logs.
2. **Outcome:** Eliminate accidental car/train and pedestrian/train collisions
Description: Improvements in safety devices at at-grade rail crossings, including barriers, signage, audible and visual warning devices.
Initial Proposed Quantified Outcome: 10% annual reduction
Data Considerations: Police reports
3. **Outcome:** Number of cameras on freeways, arterials, transit vehicles and stations
Description: Increased surveillance to allow for increased security and improved congestion monitoring and reporting.
Initial Proposed Quantified Outcome: 10% increase of cameras at critical transportation infrastructure points.
Data Considerations: None
4. **Outcome:** Full compliance with Regional Transit Security Strategy
Description: All transit operators applying for Department of Homeland Security (DHS) grant funds must be part of a regional transit security strategy. This should be expanded to include all transit operators within the region, including those who have not (yet) applied for DHS grants.
Initial Proposed Quantified Outcome: 100% compliance

Data Considerations: None

5. **Outcome:** Improved design, retrofit, hardening and stabilization of critical transportation infrastructure

Description: As new facilities are constructed, and old facilities are rehabilitated, they should be hardened/stabilized for both human-made and natural events.

Initial Proposed Quantified Outcome: Improved freeway interchanges, bridges, transit stations as funds become available.

Data Considerations: Engineering reports, confidential security reports

6. **Outcome:** Rapid Response Plans for emergency repair of transportation facilities

Description: Each city and county should have rapid response plans for emergencies, including MOUs with other jurisdictions on cooperation in responding to a disaster. This should be expanded to include SCAG, Caltrans and the FHWA/FTA in the rapid repair of transportation infrastructure, including pre-approved contractors, rapid RFP response/approvals, time-bonuses.

Initial Proposed Quantified Outcome: Discussion at regional level on development of MOAs for rapid transportation infrastructure repair. Initial MOAs then updated on a regular basis.

Data Considerations: Plans/Lessons-Learned from the 1994 Northridge Earthquake.

7. **Outcome:** Regional Recovery Plan for the continuity of government during disaster recovery.

Description: While most (if not all) of the local governments in the SCAG region have agreements with other jurisdictions in the event of a disaster (police, fire response), there may not be one for the continuity of government in the event of a significant disaster. This could include the use of government staff and equipment to assist in the bureaucratic paperwork used for recovery as well as everyday government activities.

Initial Proposed Quantified Outcome: Discussion at regional level on development of MOAs for continuity of government.

Data Considerations: None